

Production and Output.

Region Throws Off Strike Incubus; Longest Disturbed Period In Entire History

taking steps toward resumption. The merchants had but 3,532 ovens in production October 28, or 418 fewer than on April 1. Among individual operators the H. C. Frick Company, having the largest number, but not the largest percentage, of its plants closed by the strike has made the largest additions. From 16 plants and 4,572 ovens in operation at the height of the strike, it has advanced to 21 plants and 5,870 ovens, or 2,338 more ovens than were being operated the day the strike struck the region in its stunning blow.

The augmentation of producing facilities continues without halt. Last week witnessed the return to the scene of the plants, for so long inactive that they were regarded as permanently down and out, and a total of 1,176 ovens. Among the operators recently joining the ranks have been Lincoln Coal & Coke company, Byrne Coal & Coke company and Consolidated Coke company. W. J. Kather, Inc., Washington Coal & Coke company, Fayette Coke company, Century Coal & Coke company, others are making over additional ovens weekly. The Union Concessions & Coke plant is firing up its Kather plant this week.

The estimated production of coke during the week ended Saturday, October 28, was 159,780 tons, distributed as follows: Connellsville, 109,340, a gain of 7,420 tons; Lower Connellsville, 50,340, a gain of 5,640 tons, or a total gain of 13,060 tons, as compared with a gain of 6,010 tons during the preceding week.

By interests production was: Furnace, 109,110, an increase of 7,800 tons; mercurant, 50,670, an increase of 5,260 tons, as compared with increases of 2,610 and 3,410 tons respectively during the week ended October 21.

The oven gains of 1,776 were distributed, 470 furnace; 1,306 were distributed in detail the additions were, furnace 2; Blinn, 20; Continental, No. 2, 15; Crossland, 30; Juniata, 38; Kyle, eight; Lemoor No. 2, 25; Marguerite, 39; Mutual, 10; Phillips, 40; Trout, west No. 1, 15; Standard, 50; Sontag, 20; Colonial No. 1, 20; Colonial No. 2, 100; Merchant, Elm Grove, five; Fort Hill, 30; Gilmore, 20; Humphries, nine; Mt. Bradford, 10; Oliver No. 1, nine; Oliver No. 3, 17; Revere, 40; Allison No. 1, 45; Century, 58; Donald and 2, 120; Shamokin, 45; Hoover, 10; Lincoln, 122; Shamokin, 45; Utica,

For: HRL, Oliver Nos. 1 and 3, Hill
side, Virgile and Washington No.
were new; Fred, Donald 1 and 2 and
Sterling have been in production for
some time but not wholly on commer-
cial coke.

The decline in operation and pro-
duction resulting from the strike, and
the steady but slow recovery there-
from, during the seven months involv-
ed in what has been technically the
strike period, are shown in the fol-
lowing tabulation:

Week Ending	Produce	Decrease	Gains
April 1	149,950		
April 8	134,420	15,530	
April 15	98,870	35,550	
April 22	64,950	33,920	
April 29	51,230	10,720	
May 6	52,200	2,930	
May 13	54,150		1,950
May 20	57,330		3,180
May 27	59,130		1,790
June 3	58,470	10,560	
June 10	28,650		10,720
June 17	68,850		5,190
June 24	65,950		1,290

July 8	70,218	2,16
July 8	35,790	36,290
July 15	62,820	30,00
July 22	68,670	4,75
July 29	72,790	4,02
August 5	78,570	2,61
August 12	78,570	2,61
August 19	82,510	2,78
August 26	86,190	3,69
September 2	90,960	4,89
September 9	97,230	7,03
September 16	109,740	2,92
September 23	107,440	5,55
September 30	115,780	13,34
October 7	124,550	7,67
October 14	140,710	12,06
October 21	146,610	6,06
October 28	153,780	14,34
Totals	2,705,620	124,710
		134,65

Week Ending	1922		1921	
	Ovens	In Produce	Ovens	In Produce
April 1	1,115.64	349,096	4,712	60,807
April 8	1,288.4	356,420	5,173	64,347
April 15	2,009.1	485,819	8,338	47,722
April 22	2,694.8	619,983	4,763	61,158
April 29	4,463	834,230	6,536	66,481
May 6	4,829	852,280	2,471	50,822
May 13	5,106	841,600	2,753	43,439
May 20	5,299	874,730	2,744	42,658
May 27	5,519	919,103	2,085	38,907
June 3	5,683	858,473	3,261	35,295
June 10	5,625	856,606	3,114	22,961

June 24	6,350	68,050	3,061	28,682
July 1	6,150	70,215	2,583	29,815
July 5	6,211	52,529	2,085	18,49
July 15	6,544	63,529	2,202	21,155
July 20	6,785	66,870	2,222	21,827
July 29	7,056	70,570	2,325	23,052
Aug. 5	7,676	75,737	2,545	25,055
Aug. 12	7,596	79,884	2,926	26,555
Aug. 18	7,619	82,210	3,065	26,765
Aug. 25	7,825	86,761	2,831	29,386
Sept. 2	8,461	90,567	3,011	30,886
Sept. 9	8,681	97,230	3,098	32,886
Sept. 15	9,085	95,730	3,200	31,677
Sept. 23	9,171	105,249	3,558	35,475
Oct. 10	10,241	118,569	4,113	32,300
Oct. 17	11,149	125,618	4,250	34,000
Oct. 24	12,330	144,710	4,420	36,815
Oct. 31	12,350	146,729	4,620	35,251
Nov. 7	13,465	150,788	5,742	52,520

Totals	2,796,529	1,654,966
Wky. Av.	\$,010 87,280	\$,490 39,53

SLIGHT INCREASE IN OUTPUT OF SOFT COAL WEEK OCT. 28

Total 12,500,000 Tons, of
Which 10,100,000 Were at
Bituminous Mines.

14 PER CENT GAIN IN COKE

WASHINGTON, Oct. 29.—The weekly report of the United States Geological Survey shows that preliminary returns on coal production in the fourth week of October indicate a total of 12,500,000 net tons, of which about 10,100,000 tons is bituminous coal and 2,400,000 tons is anthracite. Revised estimates for the third week show 10,365,000 tons of bituminous and 2,002,000 tons of anthracite. A slight increase in the total coal raised is thus shown for the present week as compared with the week before, which increase is practically entirely in the output of anthracite.

The number of cars of bituminous coal loaded on Monday, October 23, as reported by the railroads was 42,243 cars, a new high record for the year. On Tuesday, loadings declined to 30,724 cars, and by Thursday loadings declined to 23,257 cars. Full returns on loadings for the week are expected to show a total of 190,000 cars and indicate a production of 10,400,000 tons.

The gain in the rate of production during the past two weeks reflects some improvement in the transportation situation which, however, remains the principal factor limiting output. The rate of output is approaching adequacy but does not yet assure sufficient coal to meet current needs, the requirement movement up the Lakes, and to provide the desired consumer's stocks.

Labor as a factor limiting mine working time is now important only in the Cumberland-Piedmont, Kanawha and Connellsville regions. In addition, however, many mines are working short-handed in the Somerset, Westmoreland and Connellsville districts of Pennsylvania. The output of bituminous coal increased 14 per cent in the week ended October 21 as compared with the week preceding. From reports of cars of coke loaded by the principal railroads the total production during the week is estimated at 211,000 tons as against 185,000 tons in the week before.

The largest increase in the Connellsville region, where according to The Courier production increased from 140,710 to 146,720 tons. There were relatively large increases also in the Southern Appalachian fields. Production in the Far West decreased. The present rate of output has more than doubled that during the corresponding period of 1921 which was one of the acute business depression. In comparison with 1920, however, a decrease of 45 per cent is indicated.

The cumulative output for the year to date stands at 5,355,000 tons. In the corresponding period of the four years preceding it was as follows: 1918, 25,438,000; 1919, 15,852,000; 1920, 17,265,000; 1921, 4,394,000. The year 1922 is thus shown to be 79 per cent behind 1918, 56 per cent behind 1919, 59 per cent behind 1920, but 22 per cent ahead of 1921.

Soisson Brick Company Opens Park Near Dawson

The Joseph Soisson Fire Brick Company has established a 255-acre park and game preserve on the former Lavinia tract between Dawson and Layton. Under the direction of John M. Layton the underbrush is being removed and plantings of trees made where necessary. Fifty acres of the tract are in virgin timber which will be left standing. Most of the remainder is second growth.

The park will be named St. John's. The brick company has in process of drilling a gas well which has reached a depth of 180 feet. The drillers passed through a vein of six feet of Freepot coal. The company is operating seven openings in five other veins. Mr. Layton said.

The proposed park will be tapped by two public roads. A third road is being constructed.

The land was formerly owned by "Big Jim" Cochran.

Strikes Responsible For Postal Savings Decrease, Is Claim

WASHINGTON, Nov. 1.—Assistant Postmaster General Glover declared today that erroneous unofficial reports as to the postal savings decline had been published. Deposits in March, 1919, reached the unprecedented figure of \$176,823,234, declining gradually since to \$135,525,000 on September 30.

"The decrease," Mr. Glover said, "is due to a very large extent to three causes, namely, extremely heavy withdrawal in those offices adjacent to the coal fields, decreased deposits at the large railway centers and finally the recent withdrawal of the old issue of treasury savings certificates paying four and one-half per cent and the issuing of a new series under date of October 1, at the reduced rate of four per cent."

Strub Organizes New Company.

The A. A. Strub Coal & Coke Company has been organized at Pittsburgh.

A. Strub, formerly president and general manager of the Strub-Atkinson Coal & Coke Company, is head of the new company, and assisted with him are L. F. Shultz, formerly assistant sales manager, and C. L. Strub, formerly secretary of the Strub-Atkinson company.

Have Anything for Sale?

Advertise It in Our Classified Column.

COAL COMMISSION BEGINS ITS WORK OF FINDING FACTS

Continued from Page One.

as far as practicable the amount of work a man shall perform for a reasonable wage, recognizing the value and effect of such surroundings in respect of their efficiency.

"13. Standardizing a basis of arriving at the overhead cost of producing and distributing the coal, including delivery at the door of the consumer, recognizing in this compilation that the standardized cost of living to the miners should be the first and irreducible item of expense."

Efficiency in Freight Service Has Increased

The improvement in railroad transportation in the first seven months of this year, compared with the same period last year, is seen in some figures of freight traffic operation based on the reports on 179 Class I roads and just published by the Bureau of Statistics of the Interstate Commerce Commission.

For instance, the ratio of the movement of loaded cars to the total car movement has increased. In the first seven months of 1922, the movement of loaded cars represented 62.2 per cent of the total, compared with 60.7 per cent of the same period of this year this figure is 63.7 per cent, representing an increase of 3.1-2 per cent.

The number of cars per train in the first seven months of 1922 averaged 38, while in 1921 the average number was 38.8 cars per train.

The train load figures, expressed in net tons per train, in 1922 was 643 tons, while for the first seven months in this year this averaged 653 tons.

The average locomotive miles per locomotive day—which means the number of miles traveled per day per locomotive in service—has increased from 48.2 miles in 1921 to 48.8 miles in this year.

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The figures on "traffic density" showing the net ton miles carried over each mile of road per day, reflects an increase of from 3,888 net ton miles in 1921 to 3,986 in 1922.

The number of pounds of coal used per 1,000 gross ton miles shows a decrease of 5 pounds; in 1921 an average of 164

Electricity Forging to Front as Rival of Coal In Production of Steam

Lessened Cost Is One of Chief Factors Lurking in Its Favor.

LESS LABOR REQUIRED

One Man Required in Paper Mills Where Steam Is Generated by Electricity While in Coal-Fired Plant 11 Men Are Necessary for Work

Electricity is becoming an important rival of coal as a producer of steam. At present the use of electrical apparatus for generating steam is confined to locations where there is an overabundance of electric power, but an article in the Journal of Industrial and Engineering Chemistry by Horace Driver, an engineer of Philadelphia, indicates what may be expected of the future.

The recent statement of Thomas A. Edison that eventually man will be relieved of the necessity to perform labor is made easy to believe by letting the imagination play on some of the facts presented by Mr. Driver.

Steam is usually thought of as necessary only for generating power driving engines. However it is no less important in many plants for other purposes. In paper mills for instance, steam is required for cooking and bringing about chemical reactions. In the most efficient nitrogen fixation plant a great deal of steam is essential to the chemical process of making nitrogen from the air unite with other elements so that it

can be used as fertilizer. To compete with coal at \$10 per ton on a basis of fuel cost only, Mr. Driver writes, electric power would have to be as cheap as two cents per kilowatt hour. The element of fuel cost is not the only one entering into the problem, however. Labor enters on investment and fixed charges generally will be much larger for the coal plant than for the electric generator and in fact is due from power cost every item will be greater for coal plants than for the electric generator. One man can easily do all the work connected with the latter except, of course, repairs for units totaling as much as 5,000 boiler horse-power, and where the load is fairly constant one attendant can operate a plant twice this size.

The author gives comparative figures on a coal-fired steam plant such as is required at a large paper mill and an electric generator showing that 11 men would be required in the coal plant to one man for the electric generator. The cost for building and operating the coal plant of 400 horse power boilers would be annually \$375,360.25 while the electric generator could be operated at a cost of \$57,876 a saving of \$317,484.25 (very year).

It is obvious that in the electric steam generator plant fuel transport, storage, and handling ashes, smoke and dirt would all be eliminated.

If in the not-so-very-distant future the idea of turning coal at the mouth of the mine into electric power should be developed it is quite possible to see a fulfillment in one respect at least of Mr. Edison's prophecy.

RAILROADS USING THEIR RESOURCES FOR ROLLING STOCK

Buying More Cars and Locomotives Than 10-Year Average.

MANY FOR REPLACEMENT

Because of Inability to Buy Normal Equipment During the Past Few Years; Traffic Movement Almost as Great as in 1920, Record Year.

"The orders that have always been placed for this year for locomotives and freight cars show that they are using all available resources to increase their equipment," says the Railroad Age. The number of freight cars ordered was 3,375 on October 5, 1932. This exceeds the average number of both the last year and the last 10 years. In fact in the last three years of the last decade orders placed ran from 1,122 and 1,122. The average number of freight cars ordered in the last three years was 1,122. The average number of freight cars ordered in the last three years was 1,122. The average number of freight cars ordered in the last three years was 1,122.

The supply will be temporary. The fact is that in the four weeks of 1932 the number of orders of freight cars moved was 10 per cent less than in the same week of 1931. Furthermore, more shipments of ore were 38 1/2 per cent less of forest products five per cent less and of coke 3 per cent less. How then is it that the total shipment of freight cars is so much larger? The answer is that the total shipment of freight cars is so much larger because this has been the case since 1920. The average number of freight cars ordered in 1920 was 1,122. The average number of freight cars ordered in 1921 was 1,122. The average number of freight cars ordered in 1922 was 1,122. The average number of freight cars ordered in 1923 was 1,122. The average number of freight cars ordered in 1924 was 1,122. The average number of freight cars ordered in 1925 was 1,122. The average number of freight cars ordered in 1926 was 1,122. The average number of freight cars ordered in 1927 was 1,122. The average number of freight cars ordered in 1928 was 1,122. The average number of freight cars ordered in 1929 was 1,122. The average number of freight cars ordered in 1930 was 1,122. The average number of freight cars ordered in 1931 was 1,122. The average number of freight cars ordered in 1932 was 1,122.

LIST OF COAL OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 28, 1932.

Ovens	In Works	Name of Operators	Address
293	1	Adair	W. J. Adair & Co., New York
294	1	Adair	W. J. Adair & Co., New York
295	1	Adair	W. J. Adair & Co., New York
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419	00	Aichla	Millsburg Hotel Co.	Aichla Hay Co
420		Bridgport	W. J. Adams & Co.	W. J. Adams & Co
421		B. J. Hill	W. J. Adams & Co.	B. J. Hill
422		Hulbert	W. J. Adams & Co.	Hulbert
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The Weekly Courier.

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President - 1919-1922

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THURSDAY MORNING, NOV. 2, 1950

DEMOCRATIC LEGACY OF
SOUTHERN BILLYS

BY J. M. P. T. T. T.

It is not only the Democrats who are

remembered for their role in the

South, but also the Republicans who

have been the mainstay of the

Democratic Party in the South.

The Democrats have been the

mainstay of the Democratic Party

in the South for many years.

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in the South for many years.

Remembering this you will recog-

nize the folly of sending Democrats

to either the United States Sen-

ate or House of Representatives.

MAKING HUNTING SAFE AND

PLEASANT.

With the opening of the general

hunting season this week, those who

go to the woods to hunt will find

several things that will make their

pleasure and sport to a minimum.

Their first duty is to observe the law

not only because the law is the law

but because of their own safety.

It is a mistake to think that the law

is a mere suggestion.

The law is a command.

It is a command that must be

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CONGRATULATIONS!

Congratulations to the winners of the

annual contest held by the

Jonestown Community Center.

The winners of the contest are

the following:

First Prize: \$100.00

Second Prize: \$50.00

Third Prize: \$25.00

Fourth Prize: \$10.00

Fifth Prize: \$5.00

Sixth Prize: \$2.50

Seventh Prize: \$1.00

Eighth Prize: \$0.50

Ninth Prize: \$0.25

Tenth Prize: \$0.10

Eleventh Prize: \$0.05

Twelfth Prize: \$0.02

Thirteenth Prize: \$0.01

Fourteenth Prize: \$0.00

Fifteenth Prize: \$0.00

Sixteenth Prize: \$0.00

Seventeenth Prize: \$0.00

Eighteenth Prize: \$0.00

Nineteenth Prize: \$0.00

Twentieth Prize: \$0.00

Twenty-first Prize: \$0.00

Twenty-second Prize: \$0.00

Twenty-third Prize: \$0.00

Twenty-fourth Prize: \$0.00

Twenty-fifth Prize: \$0.00

Twenty-sixth Prize: \$0.00

Twenty-seventh Prize: \$0.00

Twenty-eighth Prize: \$0.00

Twenty-ninth Prize: \$0.00

Thirtieth Prize: \$0.00

Thirty-first Prize: \$0.00

Thirty-second Prize: \$0.00

Thirty-third Prize: \$0.00

Thirty-fourth Prize: \$0.00

Thirty-fifth Prize: \$0.00

Thirty-sixth Prize: \$0.00

Thirty-seventh Prize: \$0.00

Thirty-eighth Prize: \$0.00

Thirty-ninth Prize: \$0.00

Fortieth Prize: \$0.00

Forty-first Prize: \$0.00

Forty-second Prize: \$0.00

Forty-third Prize: \$0.00

Forty-fourth Prize: \$0.00

Forty-fifth Prize: \$0.00

Forty-sixth Prize: \$0.00

Forty-seventh Prize: \$0.00

Forty-eighth Prize: \$0.00

Forty-ninth Prize: \$0.00

Fiftieth Prize: \$0.00

Fifty-first Prize: \$0.00

Fifty-second Prize: \$0.00

Fifty-third Prize: \$0.00

Fifty-fourth Prize: \$0.00

Fifty-fifth Prize: \$0.00

Fifty-sixth Prize: \$0.00

Fifty-seventh Prize: \$0.00

Fifty-eighth Prize: \$0.00

Fifty-ninth Prize: \$0.00

Sixtieth Prize: \$0.00

Sixty-first Prize: \$0.00

Sixty-second Prize: \$0.00

Sixty-third Prize: \$0.00

Sixty-fourth Prize: \$0.00

Sixty-fifth Prize: \$0.00

Sixty-sixth Prize: \$0.00

Sixty-seventh Prize: \$0.00

Sixty-eighth Prize: \$0.00

Sixty-ninth Prize: \$0.00

Seventieth Prize: \$0.00

Seventy-first Prize: \$0.00

Seventy-second Prize: \$0.00

Seventy-third Prize: \$0.00

Seventy-fourth Prize: \$0.00

Seventy-fifth Prize: \$0.00

Seventy-sixth Prize: \$0.00

Seventy-seventh Prize: \$0.00

Seventy-eighth Prize: \$0.00

Seventy-ninth Prize: \$0.00

Eightieth Prize: \$0.00

Eighty-first Prize: \$0.00

Eighty-second Prize: \$0.00

Abe Marrin

Condemned to death for the murder of

his wife, Mrs. Marrin.

The execution is set for

Friday, November 3, 1950.

The execution will take place

at the State Prison in

Philadelphia.

The execution will be

conducted by the State

Prison warden.

The execution will be

conducted by the State

Prison warden.

